

ABSTRACT

An automatic priming system for internal combustion engines, which is operable at engine cranking speeds and which is automatically disabled at engine running speeds. The automatic priming system is driven by pressure fluctuations within the engine crankcase which are caused by reciprocation of the piston. At engine cranking speeds, fluid communication between the engine crankcase and a chamber is substantially equalized, such that positive pressure pulses from the crankcase air space pass from the chamber through a check valve to the carburetor for priming. At engine running speeds, communication between the crankcase air space and the chamber is restricted such that the pressure within the chamber is below atmospheric, positive pressure pulses are not present within the chamber, and the priming function is automatically disabled.